

PERMITS	Section CONDITIONS AND REQUIREMENTS
	Subject Highway and Street Lighting

Summary:

This subject describes the safety and design requirements of highway and street lighting.

SAFETY AND DESIGN:

RECOMMENDATIONS TO FOLLOW - Roadway lighting systems must be designed to provide a level of illumination and uniformity of illumination as recommended by the American Association of State Highway and Transportation Officials in their publication "An Informational Guide for Roadway Lighting", latest edition.

SPECIFIC GUIDELINES - Every consideration must be made to minimize roadside hazards produced by poles, wiring, and other associated hardware. In view of equipment limitations and various topographical features, the following guidelines must be followed in all such installations:

Facilities with the 85 Percentile Speeds over 45 MPH - Typical lighting installation on roadway facilities will consist of metal poles with frangible bases and underground breakaway wiring when these poles lie within the "clear zone" as defined by the AASHTO Roadside Design Guide, latest edition. The clear zone distances may be modified for such items as horizontal curvature and non-recoverable slopes. Roadway crossings on facilities of this type should also be underground. Additionally, the breakaway supports and stub height must meet the requirements as outlined in the AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaries and Traffic Signals, latest edition. All lighting standards placed behind guardrail must be a minimum of five feet from face of guardrail to face of pole.

Other Facilities - Wood poles with overhead wiring may be used on roadway facilities under certain conditions. These include:

1. The poles do not lie within the "clear zone" as mentioned above.
2. The poles are located behind a roadside barrier such as guardrail or barrier wall.

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3. The overhead wires do not break the plane of the roadside barrier on the roadway side such as along a curve. All overhead roadway crossings must meet the "Overhead Utility Encroachment Diagram", TC 99-12, as found in the Kentucky Transportation Cabinet Permits Guidance Manual.

PLACE POLES IN PROTECTED POSITIONS - Regardless of the type of facility that exists, each pole should be located to minimize hazards. Poles should be placed behind existing guardrails (as referenced above) or extensions thereto, atop backslopes, in positions invulnerable to traffic, or placed as far from the roadway as feasible. Optimum lighting distribution may be sacrificed, if necessary, to place poles in protected positions.

